

# COAST GUARD BULLETIN

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# COAST GUARD BULLETIN...



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## Hon. John W. Snyder Addressed Graduating Class at Commencement Exercises

The Honorable John W. Snyder, Secretary of the Treasury, addressed the graduating class at the Coast Guard Academy on Friday, 4 June 1948 during the sixty-second commencement exercises. The Secretary told the 52 cadets who received commissions as Ensigns in the Coast Guard and Bachelor of Science degrees from the Coast Guard Academy that he knew of "no career which offers a young American a greater opportunity to contribute to his country's security than that of service in the United States Coast Guard."

He praised the Coast Guard "with its record of unmatched life-saving performance, of heroism and self-sacrifice in war and in peace, and its other innumerable and significant public services," and that the Coast Guard "may be certain of a position high on the list of those Government agencies which the Nation regards as indispensable." Speaking of the Coast Guard as a "multifunctional agency with military status," Secretary Snyder commented that "the Coast Guard has executed its civil functions efficiently and effectively, and no branch of our military services performed its duties more capably during the recent world war."

He noted with interest that 38 of the 52 graduates won admission to the Academy from the enlisted ranks of the Coast Guard, the Army, and the Navy while 66 of the 262 cadets remaining in the Acad-

emy were admitted from the enlisted ranks of one or another of the armed services.

Degrees of Bachelor of Science and commissions in the Coast Guard were conferred to the 52 cadets by Rear Admiral Wilfrid N. Derby, USCG, Superintendent of the Academy, and the Honorable Edward H. Foley, Jr., Assistant Secretary of the Treasury, who has supervision of the United States Coast Guard. Rear Admiral Merlin O'Neill, acting commandant of the Coast Guard, administered the oath of office.

Cadet Harry A. Davenport 3d, of 4 Spruce Street, Great Neck, L. I., headed the honor list of the graduating class with an average of 90.5 for his scholastic work over the period of 4 years. Davenport was presented with the following awards: the Alumni Association; McAlister Engineering; Veterans of Foreign Wars; National Society, Daughters of the American Revolution; Admiral Ridgely Post, Regular Veterans Association, and the Thomas Newcomen Award for Physics.

The Class of 1927 and the Connecticut Daughters of the American Revolution awards were presented to Cadet Wayne E. Caldwell of Springfield, Ohio. Cadet Virgil W. Rinehard of Chillicothe, Ohio, received the Charles S. Root Memorial and the Class of 1932 awards.

Cadet Thomas T. Wetmore, III of New London, Conn., received the American Legion prize; Cadet Robert S. Hall of Seattle, Wash., was awarded the National Woman's Relief Corps prize; Cadet Philippe Gaucher of Willimantic, Conn., the Ladies Auxiliary, Veterans of



Secretary of the Treasury John W. Snyder, Assistant Secretary of the Treasury E. H. Foley, Jr., and other members of the Official Party review the Cadet Battalion at Coast Guard Academy—4 June 1948.

Foreign Wars award; the Military Order of Foreign Wars award was presented to Cadet Kenneth J. Boedecker, Jr., of East Orange, N. J.; and Cadet John D. Crowley of Islip, N. Y., was awarded a prize from the National Society, Daughters of Founders and Patriots of America.

The Marine Underwriters presented a prize to Cadet Richard J. Tomozer of New York City, N. Y. A new award, made for the first time during the sixty-second commencement, was presented to Cadet Robert W. Durfey of Leesburg, Va., by the Pan American Petroleum and Transport Co. This award was made for character and the recipient was determined by a vote among Durfey's classmates.

Many relatives and friends of cadets were present during the commencement week exercises. The traditional Ring Dance was one of the gala events of the entire Graduation Week.

## Coast Guard Academy is Subject of Address to House by Congressman Seely-Brown

Prior to the convening of the congressional Board of Visitors to the Coast Guard Academy in New London, Conn. on 14 May 1948, Congressman Horace Seely-Brown Jr. (Connecticut) addressed the House of Representatives, on 10 May 1948, on the complete history and diversified training accomplished at the Academy.

Relating the start of academic training in the Coast Guard in 1876, the Congressman told about the distinct disadvantage experienced prior to that date in that all officers were obtained from the Navy and merchant marine, resulting in a mixture of personnel, "some with military, some



Cadets Preparing for Review—Academy Parade Ground

with commercial experience \* \* \* each with its own peculiar background and sympathies. The duties of the Service, even in those early days, were of a specialized nature, foreign to the common knowledge of other professions."

"Congressional law in July 1876 created a specialized training period for candidates for the service," he pointed out, and "thus the cadet corps system was established." This same cadet corps system is in effect today, supported solely by means of competitive examination.

Tracing the growth of the Academy through the period of cadet life aboard the old top-sail schooner *J. C. Dobbin* and the bark-rigged *Chase*, to the first land-based Academy at Arundel Cove, near Baltimore, Md. and then to historic Fort Trumbull at New London, Congressman Seely-Brown told of the development in training peculiar to the needs of the Service as well as its evolution into a

technical school comparable with respect to completeness of courses, instructions, and educational facilities to Annapolis and West Point.

Great strides in education have been evident since the Academy has been at its present location when the first full 4-year course of instruction was completed in 1935 and the training has progressed to the extent that it now contains a greater number of semester hours than the average university engineering course and nearly three-fourths of the cultural subjects required for a bachelor of arts degree in a liberal-arts college. The Congressman called attention to the fact that "since 1941 the Academy has conferred upon each graduate the bachelor of science degree as well as awarding the commission of ensign in the United States Coast Guard."

Mr. Seely-Brown made particular note that "the Academy must provide a good

fundamental knowledge for the various assignments during an officer's career in the Coast Guard" by illustrating a survey of the diversified activities of the members of the graduating class of 1944. These officers are now assigned duties as "commanding officers of loran stations and buoy tender, aerologist and controllers in operation centers, executive officers on large cutters and supply ships, aids to navigation duties at various shore establishments, instructors at the Coast Guard Academy and in post graduate training for aviation, electronics, and naval engineering duties."

## London Conference Proposes New Sea Safety Measures

Returning from the recent International Conference in London, where he served as chairman of the United States delegation and vice-president of the conference, Admiral Joseph F. Farley, USCG, Commandant, said that the proposed new Convention on Safety of Life at Sea will provide for considerable improvements in maritime safety throughout the world.

The proposed Convention, and the Regulations annexed thereto, will come into force upon ratification by 15 delegate nations, 7 of which must have merchant marines of over 1 million gross tons each.

The international sea-safety regulations bring up-to-date the maritime safety matters from the last conference in 1929 and provide for greater passenger and cargo vessel safety.

In general, the following changes were proposed:

*Passenger vessels:* Improved subdivision requirements, taking into account the stability of a damaged vessel. Increased protection against fire and safety features for major electrical installations.

*Cargo vessels:* To have lifeboats on each side for all persons on board and to have modernized lifesaving appliances, i. e. lifeboats, liferafts, life buoys, etc.

*Signals:* There is proposed a new and simplified system of ship-to-shore signals for all stranded vessels, cargo and passenger.

*Radio:* The 1929 regulations are broadened so that vessels of 500 tons and over must have radiotelegraph and radiotelephone. All vessels 1,600 tons and over will eventually have radio direction finders. Radionic navigational equipment will be studied, standardized, and universally adopted, when practicable.

*Dangerous cargo:* The nations agreed on general provisions for handling dangerous cargoes and will study the subject in the future.

*International Ice Patrol:* The International Ice Patrol will continue, but the cost will be borne more in proportion by the nations who benefit from it the most.

*Rules of the Road:* Many improvements have been incorporated which will substantially meet a need that has developed since the last major changes in the Rules of the Road were made in 1889.

Thirty-two nations were represented at the Conference which opened 23 April and closed 10 June. The Commandant said that the entire session was marked by the highest degree of goodwill and effort to arrive at the most practicable solutions of the various problems considered. Admiral Farley was also outspoken in praise of the arrangements and facilities which had been made by the host government, the United Kingdom, for the visiting delegations.

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Captains in the Revenue Cutter Service detailed for shore duty in 1836 received \$24 per month commutation for quarters and fuel, and for the pay and rations of a servant, acting as steward, at the rate of \$15 per month. The other commissioned officers received \$12 for quarters and fuel and \$5 for a servant. Ten cents per mile was allowed for travelling expenses.

## Coast Guard Day— 4 August

On 4 August, 1948 the United States Coast Guard will be 158 years old.

Reports covering events of the day should make interesting reading in the September issue of the Bulletin.

The City of Grand Haven, Mich., has made extensive plans for the Coast Guard Day Anniversary observance. Here is a preview of activities scheduled for the period 2-4 August.

The celebration will begin on Monday afternoon with a 3 o'clock reception at the American Legion Building. A 6 o'clock buffet luncheon for Coast Guard guests will follow. Tuesday morning will open with a tour of Coast Guard facilities at Grand Haven; a luncheon at noon for the official party and city officials at the Schuler Hotel, and a luncheon for the ladies at the Country Club. A golf tournament is planned for the afternoon with an Admiral's Trophy to the winner. Dinner at Spring Lake Country Club will be rounded off by a 9 o'clock window tour and street dance.

COAST GUARD DAY—4 August: Scheduled for THE DAY is the Admiral's Luncheon aboard the USCGC *Mackinaw*. Sports will follow: Swimming, diving, water skiing, canoe tilting, water rescue demonstrations, fly and bait casting demonstrations, and other games.

At 4 o'clock two plaques will be dedicated to past commanders of the 10th Coast Guard District and medals and awards will be presented by the Admiral to Coast Guard personnel.

The memorial service to the officers and men of the *Escañaba*, one of the Coast Guard's lost cutters of World War II, will bring back poignant memories, for, Grand Haven on Lake Michigan was the base of that valiant ship.

The evening's program calls for a community banquet at the American Legion Building; then a Venetian parade on the Grand River with floats depicting the founding and historical high lights of Coast Guard Service.

THAT will be COAST GUARD DAY at Grand Haven, Mich.

Events planned elsewhere may equal this, but we doubt that any will surpass it. We look forward to reporting other gala celebrations.

158 years old—that's almost 8-score years of service since 1790 when the first President of the United States authorized those so often referred to "ten boats" that were needed "to assist in the enforcement of the payment of customs and tonnage dues." Those "ten boats" have grown into a proud fleet, just as the Service has grown in personnel and facilities. The growth of the Coast Guard was enhanced by the merging of the Lighthouse Service with the Coast Guard in 1939 and further in 1942 when the safety-at-sea functions of the Bureau of Marine Inspection and Navigation merged with the Coast Guard.

From these three original antecedents stems one powerful unit, the U. S. Coast Guard, devoted to Safety at Sea—Coast Guard Day observances help focus attention on that goal.

## CG in Air Exposition

The Coast Guard will take part in the International Air Exposition at the New York International Airport (Idlewild) for 9 days from 31 July through 8 August 1948. The exposition inaugurates the Commemoration of the Golden Anniversary of the City of New York. 1948 is the 50th anniversary of the consolidation of the five boroughs into the Greater City of New York.

All phases of aviation progress will be exhibited by air demonstrations and through static exhibits which will show the latest aviation developments. In addition to Coast Guard participation, there will be demonstrations of the most advanced aircraft in flight and exhibits showing the latest developments by the Air Force, Navy, and Marine Corps and other national and international organizations.

4 August will be Coast Guard and Borough of Manhattan Day.



## Post-Season Aerial Survey to Make Iceberg Census

Each year, as the iceberg menace along the shipping lanes in the North Atlantic Ocean diminishes and disappears, the last phase of the International Service of Ice Observation is undertaken. Experience has shown that the post-season activity of iceberg censuses and oceanographic investigations of the tributary regions may make possible the forecast, from year to year, of the extent of the ice menace. This offers a greater degree of safety to shipping, and contributes, through increased knowledge of the sea, to our national security. Both the iceberg census and oceanographic investigation are in direct support of the provisions of the Safety of Life at Sea Convention of 1929 which provides for a "service of study and observation of ice conditions" and of Public Law 799 which provides for the maintenance of a "service of study and observation of ice in the North Atlantic Ocean." The objective of these studies is to find out why the field of ice and icebergs assume their observed limits.

It is planned that the CGC *Ingham*, the CGC *Evergreen*, and a Coast Guard PB1G (converted flying fortress) will begin the annual iceberg census and oceanographic investigation about the middle of July.

The iceberg census will be in Baffin Bay which is located to the westward of Greenland and to the north of Davis Straits. The factors to be determined by the mission will be the number and locations of major concentrations of bergs in Baffin Bay, the number of bergs in each of the concentrations and the total number in the bay region. As is generally known, the region of Baffin Bay embraces two or more years' supply of bergs en route from the glacier sources to the trans-Atlantic traffic lanes.

Photography from survey aircraft will play an important role in obtaining the quantitative information of the mission.

Limits of an iceberg concentration and number of bergs in the group will be readily determined from a study of the aerial photographs.

Good "observation" weather over the Baffin Bay area is infrequent. Low visibility plus the scarcity of navigational aids and the uncertain cartography of the region, all make aerial navigation difficult. To aid in this navigational problem, the CGC *Ingham*, with its YR beacon, rawin equipment, etc., will take station in the middle of Baffin Bay to act as a weather station and plane guard in support of the aerial operations.

The second phase of the mission, that of obtaining oceanographic information of the Labrador Sea and Davis Strait, will be accomplished by the CGC *Evergreen*. This information will add to our knowledge of the directions and speeds of the various ocean currents which cause the movements of the icebergs from the Greenland glaciers to the traffic lanes eastward and southeastward of Newfoundland.

## Institute Revises Courses

Present plans of the Coast Guard Institute call for revision of correspondence courses in accordance with the needs of the new enlisted rating structure and offering a greater selection of courses to commissioned officers.

Headquarters is considering the establishment of a wider selection of officers' correspondence courses to be made available through the Institute. For many years courses in navigation, meteorology, and law enforcement have been available to officers and qualified enlisted men.

If and when the service resumes the prewar requirement of promotion examinations for officers, the courses would assist officers to increase their professional knowledge and thus help them prepare for their promotion examinations. In some cases, certain courses may be accepted in lieu of promotion examinations.



## Chief, Office of Personnel, Promoted to Rear Admiral

The Senate, on 1 June 1948, confirmed the nomination of Commodore Raymond T. McElligott, USCG, to be a rear admiral, with rank as such from 1 June 1948.

Admiral McElligott will complete 30 years active service in the Coast Guard on 17 August 1948. He was cited for performing outstanding duty during World War II and was awarded a Bronze Star Medal by the Commander in Chief, United States Pacific Fleet, with a citation which read, in part, as follows: "For distinguishing himself by meritorious achievement as commanding officer (of the assault transport *Cavalier*) during two assault landing operations against enemy-held islands (Saipan and Tinian) in the Pacific during January and June, 1944

\* \* \* he contributed largely to the success of the naval phase of the eminently successful attacks \* \* \*." The Admiral also commanded the *Cavalier* in the amphibian operations during the invasion of Leyte, Philippine Islands.

The Admiral was born in San Francisco, Calif., and received his early education in that city. After attending St. Ignatius College, Cogswell Polytechnic College, and the University of California, he was appointed a cadet in the United States Coast Guard Academy, from which he graduated and received a commission as an ensign on 18 August 1918.

His tours of duty have included training recruits and assignment under the Captain of the Port of New York City, and duty aboard the cutters *Bear*, *Tampa*,

*Cassin*, *Haida*, *Itasca*, *Mohawk*, and *Champlain*. He had three tours of duty at the Academy serving as Commandant of Cadets, instructor in physics and tactics, head of the physics department and during his last tour, executive officer. In recognition of his services while executive officer at the Academy, he was awarded a Commandant's Commendation.

After a year as special assistant to the Chief Personnel Officer in 1943, in which capacity he acted as Chief of the Manning Sections where he formulated policies and directed the coordination of delivery of all types of naval and army vessels to the Coast Guard, he commanded the assault transport *Cavalier*.

In December 1944 Admiral McElligott was assigned to Coast Guard Headquarters as Assistant Chief Personnel Officer until January 1946, when he was designated Chief, Office of Personnel, in which capacity he now serves.



R. Adm. McElligott

## CGC *Eastwind* to Participate in Arctic Expedition

The Coast Guard Cutter *Eastwind* will accompany two Naval vessels in an expedition to the Canadian Arctic waters this summer to resupply the existing weather stations which have been jointly established there by the Canadian and United States Governments. In addition, the vessels will reconnoitre sites for further weather stations to be jointly installed next year.

The *Eastwind* is commanded by Capt. J. A. Glynn, U. S. C. G. and the expedition will be commanded by Capt. George J. Dufek, U. S. N. The U. S. S. *Edisto*, ice breaker, and the U. S. S. *Wyandot*, cargo vessel, are the Navy vessels which will participate in the cruise. Helicopters will be carried aboard the vessels to make short-range flights to assist in navigation through the ice pack.

The *Eastwind*, on her maiden voyage, off the coast of Greenland on 16 October, 1944, captured a German vessel, the *Extersteine*, and the entire crew.

## Coast Guard Plans to Operate 9½ Ocean Weather Stations

During the fiscal year 1949, the United States Coast Guard plans to augment the ocean weather stations from a present total of three to a total of nine and one-half. The three now in operation include two in the Atlantic Ocean and one in the Pacific Ocean. The nine and one-half stations will include seven and one-half in the Atlantic and two in the Pacific. An explanation of the one-half station is that the Canadian Government will operate the station one-half the time while the United States, through the Coast Guard, will operate the station the other half of the time. Arrangements are being made whereby the Coast Guard will acquire 17 additional cutters which are needed to man all of the stations full time.

Some confusion exists regarding the names of the vessels and stations within the weather station program. Such terms as Ocean Station Vessel, Ocean Weather Station, Bird Dog, Plane Guard Vessel, Ocean Weather Station Vessels, and Floating Ocean Stations cause misunderstanding among member nations of the International Civil Aviation Organization who are interested in the program. In order to gain consistency in usage, it has been suggested by the definitions set forth below be used:

*Ocean Station Vessel*—A vessel specially equipped to man an Ocean Weather Station.

*Ocean Weather Station*—A 210 miles square orientated with its sides north-south and east-west, whose center is the designated station and whose area is covered by the position indicating radio beacon grid.

In February 1837 the Secretary of the Treasury was requested to submit to Congress an estimate for the cost of a steam revenue cutter, which was the initial step toward the introduction of steam vessels into the service.

## Congressional Board of Visitors Make Eleventh Visit to C. G. Academy

The Senators and Members of the House of Representatives, who were designated to constitute the 1948 Board of Visitors to the United States Coast Guard Academy, visited the Academy on 14-15 May 1948. This was the eleventh visit of the Board, marking the seventy-second anniversary of the Academy as a national institution. In their report to Congress, the Board adopted several recommendations based on a general discussion of the report submitted to them by the Superintendent, Rear Admiral W. N. Derby, and other matters that were brought before the former meeting of the Board.

The Coast Guard is a military service, the report said, and constitutes at all times a branch of the armed forces of the United States. Because of the wide variety of services rendered by the Coast Guard, it is most important that the officers get a well-rounded training. The Board was of the opinion that such training was being given to the prospective officers at the Academy. They further reported that the various functions of the Coast Guard provide a greater service for the safe operation of our maritime units and are responsible for preventing many accidents.

The members of the Board of Visitors were Senators Wallace H. White, Raymond E. Baldwin, Charles W. Tobey, and Tom Stewart. And Representatives Alvin F. Weichel, Antoni N. Sadlak, Aime J. Forand, Edward T. Miller, Mitchell Jenkins, and Emory H. Price. Honorable Horace Seely-Brown, Jr., although not a member of the Board, represented Honorable Alvin F. Weichel who was unable to attend. At the official meeting of the Board, held on Saturday 15 May, 1948, the Honorable Aime J. Forand, Representative from Rhode Island, was unanimously elected chairman.

The Board was accompanied to New London, from Washington, by Rear Admiral Merlin O'Neill, Acting Command-

ant of the United States Coast Guard, Rear Admiral Ellis Reed-Hill, Engineer in Chief, USCG, Commodore Raymond T. McElligott, Captain Alfred C. Richmond, and Commander Samuel F. Gray. Commodore McElligott acted as official secretary and recorder for the Board.

The Superintendent of the Academy, other officers and personnel connected with the administration of the Academy and the Coast Guard, several cadet officers, and the chaplain of the Academy, Capt. Edward B. Harp, Jr., were invited to appear before the Board to discuss the various aspects of cadet life at the Academy. The Board was of the opinion that the phases of cadet life are well rounded at the present time. The cadet battalion was reviewed by the Board, after which each member was served luncheon in the cadet mess hall, being seated with cadets from his state or district.

The Board was very favorably impressed by the harmony, loyalty, and industry of the staff of the Academy; the morale, serious purpose, and appreciation by the cadet corps of the splendid educational facilities afforded them, the report stated. The grasp of their future mission, by the cadets, as officers of the United States Coast Guard, was most gratifying.

Little need for change in the curriculum was noted and the Board was satisfied that methods of instruction are subject to constant study and progressive improvement.

The following recommendations were submitted by the Board to the Congress:

1. That prompt steps be taken to improve the water-front area to provide additional playing fields for baseball, soccer, and football.

2. That action on completion of construction of the boathouse on Jacob's Rock be deferred because of the present high costs of materials and construction.

3. That steps be taken to convert the lecture hall in McAllister Hall to provide space for a drafting room, and additional facilities for physics and chemistry.

4. That plans for obtaining funds and

construction sketches of the chapel and memorial building be expedited.

5. That plans for changing the location of the entrance gate be coordinated with the plans for the construction of the new chapel.

6. That necessary legislation be submitted authorizing the Coast Guard Band as has been done in the case of other service bands.

7. That early action be taken to provide an additional fully qualified civil-service librarian.

Between the several meetings of the Board, Commodore McElligott was nominated by the President and confirmed by the Senate in the rank of Rear Admiral. The Board, in recognition of his splendid services, giving unstintingly of his time and of his active interest and knowledge of the Coast Guard Academy during the deliberations of the Board, unanimously adopted a resolution praising Admiral McElligott and expressing their appreciation for his services and heartily congratulating him on his promotion.

## Two Flag Officers Retire

Two district commanders have retired recently upon reaching the statutory age of 62, both having served 39 years on active duty in the U. S. Coast Guard. Rear Admiral Gordon T. Finlay retired on 1 June 1948 with the rank of vice admiral and Commodore Lewis L. Bennett retired on 1 July 1948 with the rank of rear admiral.

Admiral Finlay was formerly commander of the 8th Coast Guard District at New Orleans, La., while Admiral Bennett lately commanded the 11th Coast Guard District at Long Beach, Calif.

### *Admiral Finlay*

Admiral Finlay was born at Battle Creek, Mich., graduated from Battle Creek High School, and was appointed a Coast Guard cadet in 1906. After receiving an ensign's commission in 1909, he served on a number of ships and shore stations. During World War I he served

as executive officer and then commanded the U. S. S. *Noma*, based at Plymouth, England, and Istanbul, Turkey.

He served as commander of Division One, Coast Guard Destroyer Force in 1928, and as executive officer of the Academy in 1931. From 1934 to 1937 he commanded the *Shoshone* in Alaskan waters, and was appointed U. S. Commissioner, Third Judicial Division, Territory of Alaska.

He commanded Base Eleven, Oakland, Calif., and in 1939 assumed command of the Honolulu District. He has also been captain-of-the-port of Honolulu and Chicago.

Prior to his last assignment as Commander, 8th Coast Guard District, he commanded the 5th Coast Guard District.

#### *Admiral Bennett*

Admiral Bennett was born in Baltimore, attended local schools, and was appointed a cadet in 1906. Receiving his commission as ensign in 1909, he served on a number of cutters and shore stations. He served on three vessels during World War I.

Like Admiral Finlay, Admiral Bennett has also served as captain-of-the-port of Chicago.

He served on the destroyer *Jouett* and commanded the destroyers *Burrows*, and *Fanning*. He also commanded the cutters *Gresham*, *Mojave*, and *Saranac*.

In 1936 he served in Washington with the Navy's War Plans Division, returning to the command of the *Saranac* in 1936, with a commendation from Admiral W. H. Standley, USN, Chief of Naval Operations.

In 1939 he was appointed Commander, Southern California Section of the San Francisco Division, and captain-of-the-port of San Pedro. During this tour of duty he established the present 11th District.

In 1939 he set up the Coast Guard Training Station at Groton, Conn., and received the Navy Commendation Ribbon for his excellent work. In May 1946 he resumed command of the 11th District.

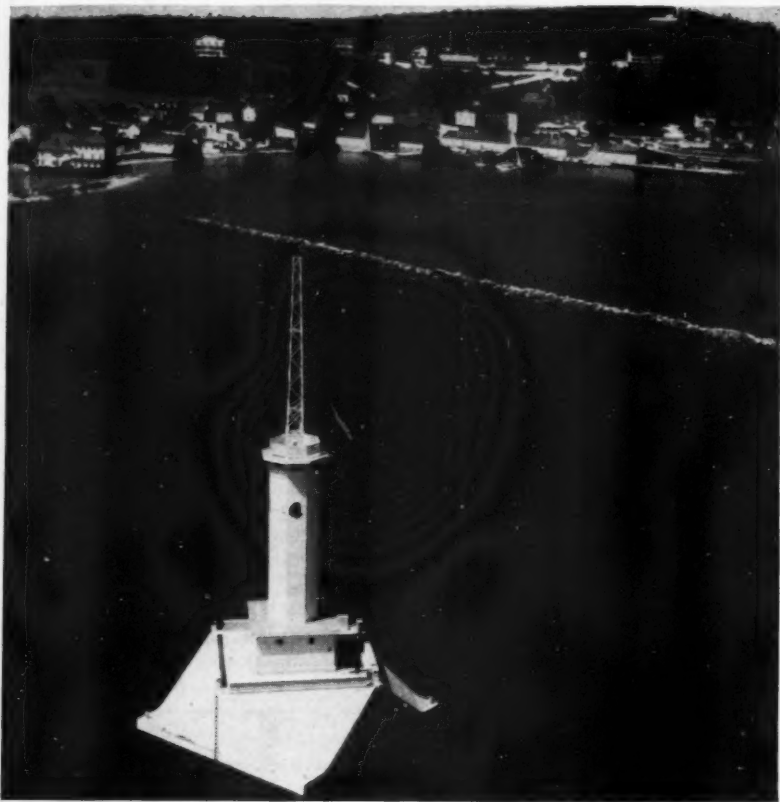
## Testimonial Dinner Given Steamship "Norfolk" Rescuers

The Honorable Lindsay C. Warren, Comptroller General of the United States, paid special tribute to shore stations and enlisted personnel of the U. S. Coast Guard at a testimonial dinner in New Bern, N. C., in honor of the men responsible for rescuing the crew of the Steamship *Norfolk*. Representative Graham A. Barden, who introduced Mr. Warren, also complimented the Coast Guard. The dinner, sponsored by the New Bern Rotary Club, was given on 31 May in recognition of the rescue that took place near Morehead City, N. C., March 7 and 8, 1948.

Commodore J. E. Whitbeck, Commander, Fifth Coast Guard District, Norfolk, Va., accepted for the service an engraved marble plaque with the inscription: "Presented to the Beaufort Group, United States Coast Guard, in recognition of outstanding service in the heroic rescue of 22 men from Motor Vessel *Norfolk* March 7 and 8, 1948, by grateful citizens of coastal North Carolina." Speaking for the Coast Guard, the commodore said that credit should not go to any one person but to the Coast Guard as a team, for teamwork made our great organization.

Thirty members of the Beaufort Group who took part in the rescue, attended the dinner given in their honor. Present also were officers from the Fifth District staff, Elizabeth City Air Station and Coast Guard Headquarters, Washington, D. C.

In the course of his remarks, the Comptroller General called the Coast Guard "a very great service, which will always be my favorite one." He cited a number of instances of heroism by lifeboat station personnel along the North Carolina coast, and recalled that in this area Coast Guardsmen originated the now well-known words, "You have to go out, but don't have to come back."



Round Island Passage Light Station

## Our Newest Lighthouse

Commissioned on 15 April 1948, Round Island Passage Light Station is the Coast Guard's newest lighthouse. Serene and handsome, an example of the modern trend in the design of medium powered lighthouses, it stands at the crossroads of the Great Lakes guarding the ships that teem through the Straits of Mackinac during that all too brief navigation season when fever to "get the ore down" runs high.

*Notice to Mariners*, issued by the Commander of the 9th Coast Guard District, dated 15 April 1948, is tantamount to the

birth announcement of the Coast Guard's new lighthouse for the greater portion of that notice is given over to the commissioning of Round Island Passage Light Station. Upon reading this notice, more than one doughty lakes' skipper perhaps heaved a great sigh of relief. Round Island Passage Light watching over the Straits meant less worry for him.

The recorded history of Round Island Passage Light Station goes as far back as 1934. Now it is included in that long list of over 36,000 navigational aids maintained and operated by the U. S. Coast Guard in its constant aim toward greater safety of life and property at sea.

The substructure of the new lighthouse, 56 feet square up to the 1 foot line below mean low water, is a timber crib with cells at the perimeter filled with concrete and internal cells filled with 5-inch to 14-inch rock. The superstructure is concrete with a reinforced concrete deck. It has four vertical and four sloping sides, giving the lighthouse a new and unusually trim appearance. The tower is appropriately ornamented on each side with a 4- or 5-foot Indian Head plaque, symbolic of the area.

But the most interesting thing about Round Island Passage Light Station is its main light. Located in the top section of the 41½-foot tower, it is indeed a departure from the "single light source" arrangement that has been in use for centuries. This new light apparatus is a solid bank of sealed beam lamps of 3,000 candlepower which produce a characteristic of occulting green every 10 seconds. It is visible for 16 miles. (These sealed beam lamps are similar to our present day automobile headlights.)

The fog signal consists of two air operated diaphragm horns, sounding simultaneously with 3 seconds blast and 27 seconds silence. The radiobeacon is class B. Distance finding is also provided.

The passage between Mackinac Island and Round Island has long been regarded as extremely hazardous. It is now adequately guarded by Round Island Passage Light Station. This will result in a saving of time on trips and will relieve the congestion at Poe Reef Channel. This, in turn, will increase Great Lakes' tonnage.

## Yachtsmen's Guides

The extent of interest in motorboating throughout the United States is evidenced again through a series of cruising guides distributed by the various oil companies. Map-making companies, and the oil companies for whom the guides are prepared, have shown a keen interest in the importance of Coast Guard facilities to boat owners and operators.

The guides or charts are designed for their helpfulness in planning a cruise and are not intended for navigational purposes. Every boat owner is urged to use the excellent charts furnished, at very low cost, by various Government agencies for the requirements of navigation.

The positions of all lighthouses, lights, lightships, buoys, and lifeboat stations are indicated on the guides and the major ones are illustrated by small sketches which show identifying marks such as shape of structure, color, and, in some cases, the surrounding buildings. The various classes of buoys are illustrated and there is general information as to the meaning of their characteristic colors.

One cruising guide included in its quantity of information a brief historical sketch of the Coast Guard and the peacetime activities performed by this Service.

Of particular value to the many yachtsmen who use these cruising charts are the colored illustrations of the international code flags and storm signals; the latter, it is explained, are displayed when necessary at Coast Guard stations.

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### Distribution (SDL No. 34) :

A : a, b, c (5 ea) ; d, e, f, l (3 ea) ; remainder (1 ea).

B : c (14 ea) ; f, g (7 ea) ; e, h, i, l (5 ea) ; j (3 ea) ; k (2 ea) ; remainder (1 ea).

C : a, b, c, d (3 ea) ; remainder (1 ea).

D : all (1 ea).

List 118 (Foreign).



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